

INTELFOAT 5

INFORMATION REPORT

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25X1A

COUNTRY East Germany

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SUBJECT Description of a Combined Ejection
and Bottom Dump Scow

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1. In July 1953, the combined ejection and bottom dump scow, which was being designed by VEB Projektierung at the Berlin Ship Design Section of the Navigation Department, and which was to have a capacity of 150 cubic meters, was to be employed at Ruegen Island in connection with Building Project North. Work on this design was continued, although the Ruegen Island project was cancelled. Source thought that the scow would probably be used in Wismar.
2. The scow was to be employed in dredging operations in the coastal zone, including coastal harbors and maritime waterways. She was designed in accordance with rules and regulations of the DSRK, the East German Classification Authority, and was to meet the highest requirements for Kleine Kuestenfahrt (limited coastal trade). She was to be self-propelled, was to have an over-all length of 35 meters, a length water line of 34.50 meters, a breadth molded of 7.60 meters, a depth molded of 2.65 meters, and a draught of 2.20 meters, with about 330 tons of cargo. Her designed speed was to be 4.5 kilometers per hour. Her hopper capacity was to be 150 cubic meters, corresponding to an approximate weight of 330 tons. Since the structures of vessels employed in dredging operations were usually subjected to heavier strain than those of normal freighters, she was to be built of steel and to be strong enough to meet even the requirements for Grosse Kuestenfahrt (extensive coastal trade). She was to include the forepeak, forward living quarters, hold engine room, after living quarters and afterpeak. The forepeak, which contained the chain locker, was to be accessible from the deck, through a watertight hatch. The forward living quarters were to be accessible from the deck through a companion way and were to consist of double-berth cabins for crew-members, the galley, the mess room, a peat dust closet, sick and an extra room. All sidewalls in the hold were at an angle of 62 degrees with the load water line to facilitate the sliding of dumped spoil. The four discharge valves were to be arranged, that, irrespective of the trim of the scow, or whether or not she was empty, they would never emerge or submerge completely. Each valve had two bearings. The valves were to have their own driving gear and were hinged on one side. On the opposite side, they were hydraulically locked by a cam shaft and two levers. Access to the engine room was by a sliding hatch.

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fitted on the engine room trunk, and by a vertical ladder. Ventilation was by hinged flaps fitted to the right-hand side. The flaps served also as emergency exits. The engine was cooled by two coal ventilators. The after living quarters also had two-berth cabins, one peat dust closet and an extra room. The space below the staircase was a coal bunker. Ventilation was by hinged skylights. The after peak contained storage space. The pilot house and the companion ways were of wood. The after companion way leaned against the rear side of the wheel house. The highest stationary part of the wheel house could be removed. The living quarters were equipped with electric lighting. The deck had electric lamps, two forward and two aft. The signal lamps were fed from the ship's electric main. Lighting was by a 24-volt battery of 2 by 152 a/h. The storage battery could be recharged by the land mains and a charging converter. Kerosene was to be used for emergency lighting in the living quarters and for the emergency lighting of the signal lamps. Peat dust closets instead of water closets were to be used because of the vessel's heavy draught. The drain pipes of the wash basins and of the galley led into two drainable 1,000-liter sewage tanks, fitted under the floor, forward and aft. Two fresh-water storage tanks of about 1,000 liters capacity each, also were in the forward and aft section. Two 250-liter elevated service tanks, to be filled by means of hand pumps from the storage tanks, were available and fed the wash basins and the galley. All living quarters were equipped with stoves. The galley had an adequate kitchen range. A bulkhead, 700 millimeters high and reaching forward and aft as far as the hold, was on the foredeck and the afterdeck, and was recessed from the deck about 400 millimeters. A tabernacle mast, 8 meters high, on the foredeck between the hold and the companion way, was for signalling and carrying the ship lights. The mooring gear consisted of a hand windlass for two stockless anchors on the foredeck, and a stern anchor. A warping capstan was on the fantail. A low hatch, forming a kind of chute, was next to the after companion way to convey coal through the bulkhead to the coal bunker below the stairs. The spaces adjoining the hopper were accessible through a flush manhole, which, in compliance with German Merchant Ship Standards No 6, was fitted in the deck. Five bitts were on the port and starboard sides. The smokestacks were detachable for the summer season. A rubber boat was on the engine room trunk. The vessel had a sufficient number of ropes, hawsers and other lines, and eight life jackets and two lifebuoys, including a luminous buoy. All rooms were outfitted with the necessary equipment.

3. The amount of materials required was roughly estimated

and included about 900 kilograms of 5-mm (medium-size) and lighter sheet; about 71,200 kilograms of sheet over 5-mm thick (heavy sheet); about 29,000 kilograms of bar iron, and general items weighing about 7,900 kilograms, and 60 cubic meters or about 4,200 kilograms, of pine wood, 2.6 cubic meters or about 1,800 kilograms of oak, and about 1,600 kilograms of putty and paint. These weights gave the ship's hull a weight of about 116,600 kilograms. The weight of the 4 DV 136 Diesel engines and installation items was estimated at 7,000 kilograms and that of auxiliary machinery and gears at 800 kilograms. Plumbing was estimated at 300 kilograms. This weight and that of the ship's hull, added up to a total weight of 125,000 kilograms.

1. [REDACTED] Comment: Possibly lattice mast, from the German Gittermast.

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